

**ABSTRACT OF THE DISCLOSURE**

A fuel injection control system for an internal combustion engine can obtain an optimum fuel injection quantity in response to a traveling load without the need for a large memory. The gear position discrimination unit determines the present gear position N<sub>gp</sub> on the basis of the vehicle speed V<sub>pls</sub> and the engine speed NE. The K<sub>gpd</sub> calculation unit calculates the correction factor by gear K<sub>gpd</sub> on the basis of the gear position N<sub>gp</sub> and the engine speed NE. The state judgment unit judges whether the engine is in a steady state or in a transient state. The map selection unit selects, on the basis of the judgment result of the engine state, the PB map or the TH map for determining the basic injection quantity T<sub>i</sub>. The basic injection quantity determination unit determines the basic injection quantity T<sub>i</sub> on the basis of a product of the PB map or TH map and the correction factor by gear K<sub>gpd</sub>.